



SUB-COMMITTEE ON SAFETY OF
NAVIGATION -
45th session
Agenda item 5

NAV 45/5
12 January 1999
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REVISION OF SOLAS CHAPTER V

Report of the Chairman of the Working Group

SUMMARY

- Executive summary:** This document contains the report of the Chairman of the Working Group on revision of SOLAS chapter V at NAV 44.
- Action to be taken:** Paragraph 7
- Related documents:** NAV 43/5, NAV 43/5/1, NAV 43/5/2, NAV 43/5/3, NAV 43/5/5, NAV 43/5/8, NAV 43/5/17, NAV 44/2, NAV 44/2/2, NAV 44/5, NAV 44/5/1, NAV 44/5/2, NAV 44/5/3, NAV 44/5/4, NAV 44/5/5, NAV 44/5/6, NAV 44/5/7, NAV 44/5/8 and Corr.1 (English only), NAV 44/5/9, NAV 44/5/10, NAV 44/5/11, NAV 44/5/12, NAV 44/5/13, NAV 44/5/14, NAV 44/5/15, NAV 44/5/16.

1 The Working Group on the revision of SOLAS chapter V met from 22 to 23 July 1998 under the Chairmanship of Mr. C.M. Young (United States).

2 The meeting was attended by representatives from the following Member Governments:

BANGLADESH
BELGIUM
BRAZIL
CANADA
DENMARK
FINLAND
GERMANY
GREECE
ITALY

JAPAN
NETHERLANDS
NORWAY
PANAMA
POLAND
RUSSIA
SWEDEN
UNITED KINGDOM
UNITED STATES

and observers from the following organizations:

EUROPEAN COMMISSION (EC)
INTERNATIONAL ELECTROTECHNICAL COMMISSION (IEC)
INTERNATIONAL FEDERATION OF FREE TRADE UNIONS (ICFTU)

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INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
INTERNATIONAL RADIO-MARITIME COMMITTEE (CIRM)
INTERNATIONAL CHAMBER OF SHIPPING (ICS)

3 The Group was instructed to further review the draft text of the draft SOLAS chapter V prepared by the Chairman of the Drafting Group, in co-operation with the Secretariat at NAV 43 (NAV 44/5) on the basis of the decisions taken in plenary.

4 The Group finalized the texts of regulations 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 21, 23, 24, 26, 28, 30, 35, 36, 37 and 39. Some texts were left in square brackets in regulations 15, 16, 19, 20 and 29 for further consideration at NAV 45 for the reasons given in the footnotes. Because of the inter-relationship between the provisions of regulation 20, the Group agreed to revisit any paragraph on which the decisions at NAV 45 have any impact.

5 The Group deferred consideration of regulations 1, 2, 3, 6, 22, 25, 27, 33, 34 and 38 to NAV 45 pending decision by the Sub-Committee on the comments and proposals thereon in the documents indicated under each regulation. The Group also deferred consideration of the format until NAV 45.

6 In the text at annex, the footnotes in bold capital letters indicate the reasons for putting the regulations or parts thereof in square brackets. They are only intended to highlight to Members the points on which agreements were not reached and on which comments and proposals are invited for NAV 45.

7 **Action requested of the Sub-Committee**

The Sub-Committee is invited to consider the revised draft SOLAS chapter V prepared so far and decide as appropriate.

ANNEX

[Regulation 1

Application

1 This chapter, unless otherwise provided in this chapter, applies to all ships on all voyages, except [ships of war] [warships, naval auxiliary or other vessels owned or operated by a Contracting Government and used for the time being only on government non-commercial service] and ships solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

2 Notwithstanding the provisions of paragraph 1, the Administration shall determine the applicability of the requirements of this chapter to ships below 150 gross tonnage not engaged on international voyages, and to ships operating solely in internal waters.

3¹ The functional and carriage requirements laid down in regulation 20.1.5.4 shall enter into force:

- .1 with respect to all passenger ships, and ships of 300 gross tonnage and upwards on [1 January 2001];
- .2 however, ships of 5000 gross tonnage and upwards carrying oil, gases or chemicals in bulk between [1 July 1998] and [31 December 2000] operating in areas where automatic ship reporting is required shall comply with functional requirements of enabling shore stations to determine, through interrogation, the identity and position of these ships sailing in these areas.

4² Regulation 22 applies to ships of [3000] gross tonnage and upwards engaged on international voyages on or after [1 January 2001]. Administrations shall determine the applicability of the requirements of regulation 22 to ships less than [3000] gross tonnage and ships not engaged on international voyages.]³

[Regulation 2

Definitions and clarifications

1 For the purpose of this chapter *constructed* in respect of a ship means a stage of construction where:

- .1 the keels are laid; or
- .2 construction identifiable with a specific ship begins; or

¹ **THIS PARAGRAPH WILL BE UNNECESSARY IF ENTRY INTO FORCE FOR AIS IS ADDRESSED IN DRAFT REGULATION V/20, PARAGRAPH 1.1.2.**

² **DECISION ON WHETHER TO INCORPORATE THIS PROVISION IN REGULATION 22 WILL BE MADE AFTER CONSIDERATION OF REGULATIONS 1 TO 3.**

³ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/5, NAV 43/5/2, NAV 43/5/5, NAV 43/5/8, NAV 44/5/6, NAV 44/5/11, NAV 44/5/12, NAV 44/5/14, NAV 44/5/15 AND COMSAR 2/13, PARAGRAPHS 12.6 TO 12.8 AND ANNEX 15. SEE ALSO NAV 43/15, PARAGRAPHS 5.3 TO 5.9.**

- .3 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less.
- 2 A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge combination, shall be regarded as a single ship for the purpose of this regulation.
- 3 *Nautical chart* is a special-purpose map or a specially compiled digital database, from which such a map can be derived, designed to meet the requirements of marine navigation.
- 4 *Official nautical chart* or *other official nautical publication* is a nautical chart or other nautical publication that has been issued by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution.
- 5 *Company* means the owner of the ship or any other organization or person such as the manager, or bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all duties and responsibilities imposed by the International Safety Management Code.
- 6 *Novel navigational systems or equipment*¹ means systems or equipment which embodies new features not fully covered by the provisions of this chapter but provides an equal or higher standard of safety.]²

[Regulation 3

Exemptions

- 1 Except as provided elsewhere in regulation 20, the Administration may grant to individual ships exemptions of a partial or conditional nature, when any such ship is engaged on a voyage where the maximum distance of the ship from the shore, the length and nature of the voyage, the absence of general navigation hazards, and other conditions affecting safety are such as to render the full application of regulation 20 unreasonable or unnecessary, provided that:
- .1 such ships comply with the functional requirements of regulations [15 to 17]; and
- .2 the Administration has taken into account the effect such exemptions may have upon the general efficiency of the service and on the safety of all other ships.
- 2 Each Administration shall submit to the Organization, as soon as possible after the first of January in each year, a report summarizing all exemptions granted under paragraph 1 during the previous calendar year and giving the reasons for granting such exemptions.

¹ THE WORKING GROUP WAS OF THE OPINION THAT THIS DEFINITION SHOULD BE DELETED BECAUSE THE TERM IS NOT USED IN THE CHAPTER.

² THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/7/17, NAV 44/5/10, NAV 44/5/11 AND NAV 44/5/16. SEE ALSO NAV 43/15, PARAGRAPH 5.9.

3 Where the present regulations of this chapter require that particular procedures, observed in a ship, or that any particular procedures shall be made, the Administration may allow other particular procedures to be made, if it is satisfied by trials thereof otherwise that these other procedures are at least as effective as that required by the present regulations or rules. Any Administration which so allows, in substitution equivalent procedures, shall communicate to the Organization particulars thereof together with a report on any trials made, and the Organization shall circulate such particulars to other Contracting Governments for information.] (SEE NOTES)

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- NOTES: 1 SOME DELEGATIONS FELT THAT PARAGRAPH 3 SHOULD BE MORE LIMITED.**
- 2 SEVERAL DELEGATIONS CONSIDERED THAT THE PURPOSE OF PARAGRAPH 3 IS ADEQUATELY COVERED BY SOLAS REGULATION I/5.**
- 3 THE WORKING GROUP GAVE CONSIDERATION TO THE APPLICATION OF CHAPTER V TO NON SELF-PROPELLED CRAFT AND PREPARED THE FOLLOWING TEXT FOR INCLUSION IN REGULATION 3:**
- "4. THE ADMINISTRATION MAY GRANT GENERAL EXEMPTIONS TO SHIPS WITHOUT MEANS OF PROPULSION FROM THE REQUIREMENTS OF REGULATIONS 15, 18, 19, 20 (EXCEPT 20.1.2.7), 21, 22, 23, 25, 27 AND 28. IN SUBMITTING THE REPORT UNDER PARAGRAPH 2, THE ADMINISTRATION NEED ONLY NOTE THAT IT HAS AUTHORIZED GENERAL EXEMPTIONS TO SHIPS WITHOUT MEANS OF PROPULSION UNDER THE PROVISIONS OF THIS REGULATION."**
- 4 THE SUB-COMMITTEE DEFERRED CONSIDERATION OF REGULATION 3 TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN COMSAR 2/13, PARAGRAPHS 12.6 TO 12.8 AND ANNEX 15, NAV 43/5, NAV 43/5/2, NAV 43/5/3, NAV 44/5/6, NAV 44/5/11, NAV 44/5/12, NAV 44/5/16. SEE ALSO NAV 43/15, PARAGRAPH 5.9.**

Regulation 4¹

Navigational warning service

- 1 Each Contracting Government shall take all steps necessary to ensure that, when intelligence of any dangers is received from whatever reliable source, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.*
- 2 The transmission of messages under regulation 35 is free of charge to the ships concerned.

Regulation 5²

Meteorological services and warnings

- 1 Contracting Governments undertake to encourage the collection of meteorological data by ships at sea and to arrange for their examination, dissemination and exchange in the manner most suitable for the purpose of aiding navigation.** Administrations shall encourage the use of meteorological instruments of a high degree of accuracy, and shall facilitate the checking of such instruments upon request. Arrangements may be made by appropriate national meteorological services for this checking to be undertaken, free of charge to the ship.
- 2 In particular, Contracting Governments undertake to carry out, in co-operation, the following meteorological arrangements:
 - .1 to warn ships of gales, storms and tropical cyclones by the issue of information in text and, as far as practicable graphic form, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
 - .2 to issue, at least twice daily, by terrestrial and space radiocommunication services, as appropriate, weather information suitable for shipping containing data, analyses, warnings and forecasts of weather, waves and ice. Such information shall be transmitted in text and, as far as practicable, graphic form including meteorological analysis and prognosis charts transmitted by facsimile or in digital form for reconstitution on board the ship's data processing system.
 - .3 to prepare and issue such publications as may be necessary for the efficient conduct of meteorological work at sea and to arrange, if practicable, for the publication and making available of daily weather charts for the information of departing ships.

¹ **SEE NAV 43/15, PARAGRAPH 5.10 AND MSC 70/23, PARAGRAPHS 11.87 TO 11.98.**

* Refer to resolution A.706(17), recommendation on World-Wide Navigational Warning Service.

² **SEE NAV 43/15, PARAGRAPH 5.11.**

** Refer to resolution A.528(13), recommendation on weather routeing.

- .4 to arrange for a selection of ships to be equipped with tested marine meteorological instruments (such as a barometer, a barograph, a psychrometer, and suitable apparatus for measuring sea temperature) for use in this service, and to take, record and transmit meteorological observations at the main standard times for surface synoptic observations (i.e. at least four times daily, whenever circumstances permit) and to encourage other ships to take, record and transmit observations in a modified form, particularly when in areas where shipping is sparse.
- .5 to encourage companies to involve as many of their ships as practicable in the making and recording of weather observations; these observations to be transmitted using the ship's terrestrial or space radiocommunications facilities for the benefit of the various national meteorological services.
- .6 the transmission of these weather observations is free of charge to the ships concerned.
- .7 when in the vicinity of a tropical cyclone, or of a suspected tropical cyclone, ships should be encouraged to take and transmit their observations at more frequent intervals whenever practicable, bearing in mind navigational preoccupations of ships' officers during storm conditions.
- .8 to arrange for the reception and transmission of weather messages from and to ships, using the appropriate shore-based facilities for terrestrial and space radiocommunications services.
- .9 to encourage masters to inform ships in the vicinity and also shore stations whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).
- .10 to endeavour to obtain a uniform procedure in regard to the international meteorological services already specified, and as far as practicable, to conform to the technical regulations and recommendations made by the World Meteorological Organization, to which Contracting Governments may refer, for study and advice, any meteorological question which may arise in carrying out the present Convention.

3 The information provided for in this regulation shall be furnished in a form for transmission and be transmitted in the order of priority prescribed by the Radio Regulations. During transmission "to all stations" of meteorological information, forecasts and warnings, all ship stations must conform to the provisions of the Radio Regulations.

4 Forecasts, warnings, synoptic and other meteorological data intended for ships shall be issued and disseminated by the national meteorological service in the best position to serve various coastal and high seas areas, in accordance with mutual arrangements made by Contracting Governments, in particular as defined by the World Meteorological Organization's System for the Preparation and Dissemination of Meteorological Forecasts and Warnings for the High Seas under the Global Maritime Distress and Safety System (GMDSS).

[Regulation 6

Ice patrol service, management and cost

1 Contracting Governments undertake to continue an ice patrol and a service for study and observation of ice conditions in the North Atlantic. During the whole of the ice season the south-eastern, southern and south-western limits of the regions of icebergs in the vicinity of the Grand Banks of Newfoundland shall be guarded for the purpose of informing passing ships of the extent of this dangerous region; for the study of ice conditions in general; and for the purpose of affording assistance to ships and crews requiring aid within the limits of operation of the patrol ships. During the rest of the year the study and observation of ice conditions shall be maintained as advisable.

2 Ships and aircraft used for the ice patrol service and the study and observation of ice conditions may be assigned other duties by the managing Government, provided that such other duties do not interfere with the primary purpose or increase the cost of this service.

3 The Government of the United States of America agrees to continue the management of the ice patrol service and the study and observation of ice conditions, including the dissemination of information received there from. Contracting Governments specially interested in these services undertake to contribute to the expense of maintaining and operating these services; each contribution to be based upon the total gross tonnage of the vessels of each contributing Government passing through the regions of icebergs guarded by the ice patrol; in particular, each Contracting Government specially interested undertakes to contribute annually to the expense of maintaining and operating these services a sum determined by the ratio which the total gross tonnage of that Contracting Government's vessels passing during the ice season through the regions of icebergs guarded by the ice patrol bears to the combined total gross tonnage of the vessels of all contributing Governments passing during the ice season through the regions of icebergs guarded by the ice patrol. Non-contracting Governments specially interested may contribute to the expense of maintaining and operating these services on the same basis. The managing Government will furnish annually to each contributing Government a statement of the total cost of maintaining and operating the ice patrol and of the proportionate share of each contributing Government.

4 Each of the contributing Governments has the right to alter or discontinue its contribution, and other interested Governments may undertake to contribute to the expense. The contributing Government which avails itself of this right will continue to be responsible for its current contribution up to 1 September following the date of giving notice of intention to alter or discontinue its contribution. To take advantage of the said right it must give notice to the managing Government at least six months before the said 1 September.

5 If, at any time, the United States Government should desire to discontinue these services, or if one of the contributing Governments should express a wish to relinquish responsibility for its pecuniary contribution, or to have its contribution altered, or another Contracting Government should desire to undertake to contribute to the expense, the contributing Governments shall settle the question in accordance with their mutual interests.

6 The contributing Governments shall have the right by common consent to make from time to time such alterations in the provisions of this regulation as appear desirable.

7 Where this regulation provides that a measure may be taken after agreement among the contributing Governments, proposals made by any Contracting Government for effecting such a measure shall be communicated to the managing Government which shall approach the other contributing Governments with a view to ascertaining whether they accept such proposals, and the results of the enquiries thus made shall be sent to the other contributing Government and Contracting Government making the proposals. In particular, the arrangements relating to contributions to the cost of the services shall be reviewed by the contributing Governments at intervals not exceeding three years. The managing Government shall initiate the action necessary to this end.]¹

Regulation 7²

Search and rescue services

1 Each Contracting Government undertakes to ensure that necessary arrangements are made for distress communication and co-ordination in their area of responsibility and for the rescue of persons in distress at sea around its coasts. These arrangements shall include the establishment, operation and maintenance of such search and rescue facilities as are deemed practicable and necessary, having regard to the density of the seagoing traffic and the navigational dangers and shall, so far as possible, provide adequate means of locating and rescuing such persons.*

2 Each Contracting Government undertakes to make available information to the Organization concerning its existing search and rescue facilities and the plans for changes therein, if any.

3 Passenger ships to which chapter I applies, trading on fixed routes, shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency. The plan shall be developed in co-operation between the ship and the search and rescue services and be approved by the Administration. The plan shall include provisions for periodic exercises to be undertaken as agreed by the passenger ship and the search and rescue services concerned to test its effectiveness.

¹ **SEE NAV 44/14, PARAGRAPH 5.19 AND MSC 70/23, PARAGRAPHS 11.51 TO 11.65.**

² **SEE NAV 43/15, PARAGRAPH 5.14.**

* Refer to the International Convention on Maritime Search and Rescue, 1979 and the following resolutions adopted by the Organization:

Homing capability of search and rescue aircraft (resolution A.225(VII));
IMO Search and Rescue Manual (IMOSAR) (resolution A.439(XI)); and
Use of radar transponders for search and rescue purposes (resolution A.530(13)).

Regulation 8¹

Life-saving signals

Contracting Governments undertake to arrange that life-saving signals* are used by search and rescue facilities engaged in search and rescue operations when communicating with ships or persons in distress.

Regulation 9²

Hydrographic services

1 Contracting Governments undertake to arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.

2 In particular, Contracting Governments undertake to co-operate in carrying out, as far as possible, the following nautical and hydrographic services, in the manner most suitable for the purpose of aiding navigation:

- .1 to ensure that hydrographic surveying is carried out, as far as possible, adequate to the requirements of safe navigation;
- .2 to prepare and issue official nautical charts, sailing directions, lists of lights, tide tables and other official nautical publications, where applicable, satisfying the needs of safe navigation;
- .3 to promulgate notices to mariners in order to keep official nautical charts and publications, as far as possible, up to date.
- .4 to provide data management arrangements to support these services.

3 Contracting Governments undertake to ensure the greatest possible uniformity in charts and nautical publications and to take into account, whenever possible, relevant international resolutions and recommendations.**

¹ **SEE NAV 43/15, PARAGRAPH 5.15.**

* Such life-saving signals are described in the Merchant Ship Search and Rescue Manual (MERSAR) (resolution A.229(VII), as amended; publication IMO-963E) and the IMO Search and Rescue Manual (IMOSAR) (resolution A.439(XI)), as amended; publication IMO-974E) and illustrated in the International Code of Signals (publication IMO-994E) as amended pursuant to resolution A.80(IV).

² **SEE NAV 43/15, PARAGRAPH 5.16 AND MSC 70/23, PARAGRAPH 11.83.**

** Refer to the resolutions and recommendations of the International Hydrographic Organization.

4 Contracting Governments undertake to co-ordinate their activities to the greatest possible degree in order to ensure that hydrographic and nautical information is made available on a world-wide scale as timely, reliably, and unambiguously as possible.

Regulation 10

Ships' routing

1 Ships' routing systems contribute to safety of life at sea, safety and efficiency of navigation, and/or protection of the marine environment. Ships' routing systems are recommended for use by, and may be made mandatory for, all ships, certain categories of ships or ships carrying certain cargoes, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization.¹

2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ships' routing systems. Contracting Governments shall refer proposals for the adoption of ships' routing systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ships' routing systems.

3 This regulation and its associated guidelines and criteria, does not apply to warships, naval auxiliary or other vessels owned, or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ships' routing systems adopted in accordance with this regulation.

4 The initiation of action for establishing a ships' routing system is the responsibility of the Government or Governments concerned. In developing such systems for adoption by the Organization, the guidelines and criteria developed by the Organization* shall be taken into account.

5 Ships' routing systems should be submitted to the Organization for adoption. However, a Government or Governments implementing ships' routing systems not intended to be submitted to the Organization for adoption or which have not been adopted by the Organization are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization.*

6 Where two or more Governments have a common interest in a particular area, they should formulate joint proposals for the delineation and use of a routing system therein on the basis of an agreement between them. Upon receipt of such proposal and before proceeding with consideration of it for adoption, the Organization shall ensure details of the proposal are disseminated to the Governments which have a common interest in the area, including countries in the vicinity of the proposed ships* routing system.

¹ SEE NAV 43/15, PARAGRAPHS 5.17 AND 5.18.

* Refer to the General Provisions on Ships' Routing (resolution A.572(14)) adopted by the Organization as amended.

7 Contracting Governments shall adhere to the measures adopted by the Organization concerning ships' routing. They shall promulgate all information necessary for the safe and effective use of adopted ships' routing systems. A Government or Governments concerned may monitor traffic in those systems. Contracting Governments will do everything in their power to secure the appropriate use of ships' routing systems adopted by the Organization.

8 A ship shall use a mandatory ships' routing system adopted by the Organization as required for its category or cargo carried and in accordance with the relevant provisions in force unless there are compelling reasons not to use a particular ships' routing system. Any such reason shall be recorded in the ships' log.

9 Mandatory ships' routing systems shall be reviewed by the Contracting Government or Governments concerned in accordance with the guidelines and criteria developed by the Organization.*

10 All adopted ships' routing systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the 1982 United Nations Convention on the Law of the Sea.

11 Nothing in this regulation nor its associated guidelines and criteria* shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

Regulation 11¹

Ship reporting systems**

1 Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation, and protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization* pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes in accordance with the provisions of each system so adopted.

2 The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Government shall refer proposals for the adoption of ship reporting systems to the Organization. The Organization will collate and disseminate to Contracting Governments all relevant information with regard to any adopted ship reporting system.

* Refer to the General Provisions on Ships' Routing (resolution A.572(14)) adopted by the Organization as amended.

¹ **SEE NAV 43/15, PARAGRAPHS 5.18 AND 5.19.**

** This regulation does not address ship reporting systems established by Governments for search and rescue purposes which are covered by chapter 5 of the 1979 SAR Convention as amended.

3 This regulation and its associated guidelines and criteria do not apply to any warship, naval auxiliary or other vessel owned or operated by a Contracting Government and used, for the time being, only on government non-commercial service; however, such ships are encouraged to participate in ship reporting systems that have been adopted in accordance with this regulation.

4 The initiation of action for establishing a ship reporting system is the responsibility of the Government or Governments concerned. In developing such systems, provisions of the guidelines and criteria developed by the Organization* shall be taken into account.

5 Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation. However, Governments implementing such systems are encouraged to follow, wherever possible, the guidelines and criteria developed by the Organization*. Contracting Governments may submit such systems to the Organization for recognition.

6 Where two or more Governments have a common interest in a particular area, they should formulate proposals for a co-ordinated ship reporting system on the basis of agreement between them. Before proceeding with a proposal for adoption of a ship reporting system, the Organization shall disseminate details of the proposal to those Governments which have a common interest in the area covered by the proposed system. Where a co-ordinated ship reporting system is adopted and established, it shall have uniform procedures and operations.

7 After adoption of a ship reporting system in accordance with this regulation, the Government or Governments concerned shall take all measures necessary for the promulgation of any information needed for the efficient and effective use of the system. Any adopted ship reporting system shall have the capability of interaction and the ability to assist ships with information when necessary. Such systems shall be operated in accordance with the guidelines and criteria developed by the Organization* pursuant to this regulation.

8 The master of a ship shall comply with the requirements of adopted ship reporting systems and report to the appropriate authority all information required in accordance with the provisions of each such system.

9 All adopted ship reporting systems and actions taken to enforce compliance with those systems shall be consistent with international law, including the relevant provisions of the United Nations Convention on the Law of the Sea.

10 Nothing in this regulation or its associated guidelines and criteria shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

11 The participation of ships in accordance with the provisions of adopted ship reporting systems shall be free of charge to the ships concerned.

12 The Organization shall ensure that adopted ship reporting systems are reviewed under the guidelines and criteria developed by the Organization.**

* Refer to guidelines and criteria adopted by the Maritime Safety Committee of the Organization by resolution MSC.43(64). Refer also to the General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

** Refer to the Guidelines on Vessel Traffic Services, adopted by the organization by resolution A.857(20)

Regulation 12¹

Vessel Traffic Services

- 1 Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic.
- 2 Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services.
- 3 Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization². The use of VTS may only be made mandatory in sea areas within the territorial seas of a coastal State.
- 4 Contracting Governments shall endeavour to secure the participation in, and compliance with, the provisions of vessel traffic services by ships entitled to fly their flag.
- 5 Nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes.

Regulation 13¹

Establishment and operation of aids to navigation

- 1 Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.

¹ **SEE NAV 43/15, PARAGRAPH 5.20.**

² Reference is made to the recommendations and guidelines of IALA and SN/Circ.107 - Maritime Buoyage System.

2 In order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines* when establishing such aids.

3 Contracting Governments undertake to arrange for information relating to aids to navigation to be made available to all concerned. Changes in the transmissions of position-fixing systems which could adversely affect the performance of receivers fitted in ships shall be avoided as far as possible and only be effected after timely and adequate notice has been promulgated.

Regulation 14¹

Ships' manning

1 Contracting Governments undertake, each for its national ships, to maintain, or, if it is necessary, to adopt, measures for the purpose of ensuring that, from the point of view of safety of life at sea, all ships shall be sufficiently and efficiently manned.**

2 Every ship to which chapter I applies shall be provided with an appropriate minimum safe manning document or equivalent issued by the Administration as evidence of the minimum safe manning considered necessary to comply with the provisions of paragraph 1.

3 On all ships, to ensure effective crew performance in safety matters, a working language shall be established and recorded in the ship's log-book. The company or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language. If the working language is not an official language of the State whose flag the ship is entitled to fly, all plans and lists required to be posted shall include a translation into the working language.

4 On ships to which chapter I applies, English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel***, unless those directly involved in the communication speak a common language other than English.

* Reference is made to the recommendations and guidelines of IALA and SN/Circ.107 - Maritime Buoyage System.

¹ SEE NAV 43/15, PARAGRAPHS 5.21, AND NAV 44/14, PARAGRAPH 5.21.

** Reference is made to the Principles of Safe Manning adopted by the Organization by resolution A.481(XII).

*** The IMO Standard Marine Communications Phrases (SMCPs), as approved by the Maritime Safety Committee (MSC/Circ.794), may be used in this respect.

Regulation 15¹

Principles relating to bridge design, arrangement and design of navigational systems and equipment and bridge procedures

All decisions which are made for the purpose of applying the requirements of regulations [20, 21, 23, 25, 27 and 28] of this chapter and which affect bridge design, the arrangement and design of navigational systems and equipment on the bridge and bridge procedures* shall be taken with the aim of:

- .1 facilitating the tasks to be performed by the bridge team, and the pilot when on board, in making full appraisal of the situation and in navigating the ship safely under all operational conditions;
- .2 promoting effective and safe bridge resource management;
- .3 enabling the bridge team, and pilot when on board, to have convenient and continuous access to essential information which is presented in a clear and unambiguous manner, using standardized symbols and coding systems for controls and displays;
- .4 indicating operational status of automated functions and integrated components, sub-systems, or systems;
- .5 allowing for expeditious, continuous and effective information processing and decision-making by the bridge team and the pilot when on board;**
- .6 preventing or minimizing excessive or unnecessary work and any conditions or distractions on the bridge which may cause fatigue or interfere with the vigilance of the bridge team, and the pilot when on board; and
- .7 minimizing the risk of human error, and detecting such error if it occurs, through monitoring and alarm systems, in time for the bridge team, and the pilot when on board, to take appropriate action.

¹ SEE NAV 43/15, PARAGRAPHS 5.25 AND 5.26, AND NAV 44/14, PARAGRAPH 5.22.

* Reference may be made to Guidelines on ergonomic criteria for bridge equipment and layout [being developed].

Performance standards for IBS (resolution MSC.64(67); annex 1); and for INS (resolution MSC.86(70); annex 3).

** Reference is made to the requirements of the collision regulations.

Regulation 16¹

Maintenance of equipment

1 The Administration shall [be satisfied that the company has made adequate arrangements to]² ensure that the performance of the equipment required by this chapter is maintained.

2 Except as provided in regulations I/7(b)(ii), I/8 and I/9, while all reasonable steps shall be taken to maintain the equipment required by this chapter in efficient working order, malfunctions of that equipment shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available, provided suitable arrangements are made by the master to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place.

Regulation 17¹

Combined with regulation 16 by NAV 44.

Regulation 18³

Electromagnetic compatibility

1 Administrations shall ensure that all electrical and electronic equipment on the bridge or in the vicinity of the bridge is tested for electromagnetic compatibility taking into account standards adopted by the Organization.⁴

2 Electrical and electronic equipment shall be so installed that electromagnetic interference does not affect the proper function of navigational systems and equipment.

3 Portable electrical and electronic equipment which may be operated on the bridge shall be used so as not to affect the proper function of navigational systems and equipment.

¹ **SEE NAV 44/14, PARAGRAPH 5.23.**

² **SOME DELEGATIONS QUESTIONED THE NEED TO INTRODUCE "COMPANY" IN THE REGULATION. THIS TEXT WAS LEFT IN SQUARE BRACKETS PENDING A DECISION BY THE SUB-COMMITTEE ON THE DEFINITION OF "COMPANY" IN REGULATION 2.**

³ **SEE NAV 44/14, PARAGRAPH 5.24.**

⁴ Reference is made to resolution A.813(19) - General requirements for Electromagnetic Compatibility for all Electrical and Electronic Ship's Equipment.

Regulation 19¹

Approval and surveys of navigational systems and equipment

[1 Navigational systems and equipment fitted after [1 July 2002] to meet the requirements of this chapter shall be of a type approved by the Administration.

2 Before giving approval to types of navigational systems and equipment Administrations shall ensure that such navigational systems and equipment have been tested, to confirm that they comply with the requirements of this chapter and conform to appropriate performance standards not inferior to those adopted by the Organization.

3 Navigational systems and equipment fitted prior to the adoption of related performance standards may be exempted from full compliance with those standards at the discretion of the Administration, having due regard to the recommended criteria which the Organization might adopt in connection with the standards concerned.]²

4 The Administration shall require that the manufacturers have a quality control system audited by a competent authority to ensure continuous compliance with the type approval conditions. Alternatively, the Administration may use final product verification procedures where the compliance with the type approval certificate is verified by a competent authority before the product is installed on board ships.

[5 Navigational systems and equipment fitted after [1 July 2002] to meet the requirements of this chapter shall be subjected to the surveys specified in regulation I/7 or I/8, as applicable.]²

6 Before giving approval to navigational systems or equipment with new features not fully covered by the provisions of this chapter, the Administration shall ensure that safety standards at least equivalent to the requirements of this chapter are maintained.

7 When equipment for which performance standards exist is carried on ships subject to the carriage requirements under regulation 20.1 in addition to those items of equipment required by regulation 20.1, such equipment shall be subject to approval and shall comply with performance standards not inferior to those adopted by the Organization.

¹ **SEE NAV 44/14, PARAGRAPH 5.25.**

² **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THE PROVISIONS TO NAV 45.**

Regulation 20¹

Carriage requirements and performance standards for shipborne navigational systems and equipment

1.1 Application and requirements²

1.1.1 Ships constructed on or after [1 July 2002] shall be fitted with navigational systems and equipment which will fulfil the requirements as prescribed in paragraphs 1.2 to 1.10.

1.1.2 Ships constructed before [1 July 2002] shall, subject to the provisions of paragraph 1.1.3, continue to be fitted with equipment which fulfils the requirements prescribed in Regulation V/12 of the International Convention for the Safety of Life at Sea, 1974 in force prior to [1 July 2002], other than the equipment required in 1.2.6 [and 1.5.4]³.

1.1.3 When navigational systems and equipment are replaced on ships constructed before [1 July 2002], or such ships undergo repairs, alterations or modifications of a major character which involve replacement of, or any addition to, their existing navigational systems and equipment, such navigational systems and equipment, in so far as is reasonable and practicable, shall comply with the requirements of this chapter.

1.2. Every ship shall have:

- .1 a [properly adjusted⁴] magnetic compass, or other means independent of any power supply to determine the ship's heading and display the reading at the main steering position;
- .2 a pelorus or compass bearing device, or other means independent of any power supply to take bearings over an arc of the horizon of 360°;
- .3 means of correcting heading and bearings to true at all times;
- .4 official nautical charts to plan and display its route for the intended voyage and to plot and monitor positions throughout the voyage;
- .5 means to back up the functional requirements of .4, if this function is partly or fully fulfilled by electronic means;

¹ SEE NAV 44/14, PARAGRAPH 5.26. THE SUB-COMMITTEE DEFERRED CONSIDERATION OF PARAGRAPHS 1.10, 1.11, 2, 3, 4 AND 5 TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/5, NAV 44/5/6, NAV 44/5/10, NAV 44/5/12 AND NAV 44/5/16.

² HEADINGS AND NUMBERING SHOULD BE REVIEWED.

³ SEE REGULATION V/1.3 (DATE OF ENTRY INTO FORCE OF REQUIREMENT FOR AIS TO BE DECIDED BY NAV 45).

⁴ CIRM INDICATED THAT GUIDANCE MIGHT BE NECESSARY AND OFFERED TO SUBMIT PROPOSAL TO NAV 45.

- .6 a receiver for a global navigation satellite system or a terrestrial radionavigation system, or other means suitable for use at all times throughout the intended voyage to establish and update its position by automatic means;
- .7 if the ship's minimum radar cross section is less than $[100 \text{ m}^2]^1$ a radar reflector*, or other means to ensure that they are detectable by ships navigating by radar;
- .8 when its bridge is totally enclosed, a sound reception system, or other means to enable the officer in charge of the navigational watch to hear sound signals and determine their direction, unless the Administration determines otherwise;
- .9 an echo sounding device, or other electronic means to measure and display the available depth of water; and
- .10 a telephone, or other means to communicate heading information to the emergency steering position, if provided.

[1.3 For ships below 150 gross tonnage, the Administration may determine to what extent the provisions of paragraph 1.2 shall be met.]²

1.4 Ships of 150 gross tonnage and upwards shall, in addition to the requirements of paragraph 1.2, have:

- .1 a spare magnetic compass interchangeable with the magnetic compass, referred to in 1.2.1, or other means to perform function 1.2.1 by means of replacement or duplicate equipment;
- .2 a signal lamp, or other means to communicate by light during day and night using an energy source of electrical power not solely dependent upon ship's power supply.

1.5 Passenger ships irrespective of size, and cargo ships of 300 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 1.4, have:

- .1 a 9 GHz radar or other means to determine and display the range and bearing of search and rescue transponders and of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance;
- .2 an electronic plotting aid, or other means to plot electronically the range and bearing of targets to determine collision risk;

¹ **MEMBERS WERE REQUESTED TO CONSIDER WHETHER THIS IS AN APPROPRIATE PARAMETER FOR RADAR DETECTABILITY.**

* Reference is made to resolution A.384(10) - Performance Standards for Radar Reflectors.

² **THIS PROVISION TO BE REVIEWED AFTER REGULATION V/1.2 IS DISCUSSED.**

- .3 a speed and distance measuring log, or other means to indicate speed and distance;
- .4 an automatic identification system (AIS) to provide automatically to appropriately equipped shore stations, other ships and aircraft information, including ship's identity, type, position, course, speed, navigational status and other safety related information and to automatically receive such information from similarly fitted ships and to monitor and track ships and to exchange data with shore based facilities. This requirement shall not be applied to cases where international agreements, rules or standards provide for the protection of navigational information; and
- .5 a properly adjusted transmitting magnetic heading device, or other means to transmit heading information for input to the equipment referred in paragraphs 1.5.1, 1.5.2 and 1.5.4.¹

1.6 Ships of 500 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 1.5 with the exception of paragraphs 1.5.2 and 1.5.5, have:

- .1 a gyro compass, or other means to determine and display their heading by shipborne non-magnetic means;
- .2 a gyro compass heading repeater, or other means to supply heading information visually at the emergency steering position if provided;
- .3 a gyro compass bearing repeater, or other means to take bearings, over an arc of the horizon of 360E, using the gyro compass or other means mentioned in paragraph 1. However ships less than 1,600 gross tonnage shall be fitted with such means as far as possible;
- .4 rudder, propeller, thrust, pitch and operational mode indicators, or other means to determine and display rudder angle, propeller revolutions, the force and direction of thrust and, if applicable, the force and direction of lateral thrust and the pitch and operational mode, all to be readable from the conning positions;¹
- .5 an automatic tracking aid, or other means to plot automatically the range and bearing of other targets to determine collision risk.

[1.7 On ships of 500 gross tonnage and upwards, failure of one piece of equipment should not reduce the ship's ability to meet the requirements of paragraphs 1.2.1, 1.2.2, 1.2.4.]²

¹ ONE DELEGATION WAS OF THE OPINION THAT THIS PROVISION SHOULD BE RE-EXAMINED.

² A MAJORITY OF THE WORKING GROUP WAS OF THE OPINION THAT THIS PROVISION IS REDUNDANT AS IT IS COVERED BY REGULATION 16 (SEE PARAGRAPH 5.23 OF THE SUB-COMMITTEE'S REPORT (NAV 44/14)).

1.8 Ships of 3000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 1.6, have:

- .1 a second radar (which may be 9 GHz or 3 GHz), or other means to determine and display the range and bearing of other surface craft and obstructions and of buoys, shorelines and navigational marks to assist in navigation and in collision avoidance, which are functionally independent of that means used for 1.5.1;
- [.2 a heading or track control system, or other means to automatically control and keep to a heading and/or straight track.]¹

1.9 Ships of 10,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 1.8 have:

- .1 an automatic radar plotting aid, or other means to plot automatically the range and bearing of at least 20 other targets to determine collision risk and simulate a trial manoeuvre; and
- .2 if a heading control system is carried, a track control system or other means to automatically control and keep a straight track.

[1.10 Ships of 50,000 gross tonnage and upwards shall, in addition to meeting the requirements of paragraph 1.9, have:

- .1 a rate of turn indicator, or other means to determine and display the rate of turn;
- .2 a speed and distance measuring log using doppler, or other means to indicate speed and distance over the ground in the forward and athwartships direction;
- .3 a track control system, or other means to automatically perform turns with a preset radius or rate of turn.

1.11 When "other means" are permitted under this regulation, they must be approved by Administrations in accordance with regulation 19.²

2 The equipment and systems shall be installed, tested and maintained to minimize malfunction.

3 Navigational equipment and systems offering alternative modes of operation shall indicate the actual mode of use.

4 Integrated systems shall be so arranged that failure of one sub-system is brought to immediate attention of the officer in charge of the navigational watch, and does not cause failure to any other sub-system. In case of failure in an integrated navigational system, it shall be possible to operate each individual equipment of the system separately.

¹ **THE MAJORITY OF DELEGATIONS WERE OF THE OPINION THAT THIS PROVISION SHOULD BE INCLUDED AT THIS POINT. HOWEVER, OTHERS WERE OF THE VIEW THAT IT SHOULD BE TRANSFERRED TO PARAGRAPH 1.9, OR NOT INCLUDED AT ALL.**

² **THIS PROVISION MIGHT BE INCLUDED IN OR COVERED BY REGULATION 19.**

5 Performance standards

The equipment shall conform to the relevant performance standards adopted by the Organization*. Equipment fitted prior to the adoption of relevant performance standards may be exempted from full compliance at the discretion of the Administration, having due regard to the recommended criteria which the Organization might adopt in connection with the standards concerned.¹

* Refer to the following recommendations adopted by the Organization by the resolutions indicated:
Recommendations on general requirements for shipborne radio equipment forming part of the GMDSS and for electronic navigational aids (resolution A.694(17));
Recommendation on performance standards for magnetic compasses (resolution A.382(X));
Recommendation on performance standards for gyro-compasses (resolution A.424(XI));
Recommendation on performance standards for radar equipment (resolutions MSC.64(69), annex 4);
Performance standards for automatic radar plotting aids (resolution A.823(19));
Recommendation on performance standards for Electric Chart Display and Information Systems (ECDIS) (resolution A.817(19) as amended by MSC.64(67), annex 5);
Recommendation on accuracy standards for navigation (resolution A.529(13));
Recommendation on performance standards for shipborne Decca navigator receivers (resolution A.816(19));
Recommendation on performance standards for shipborne Loran-C and Chayka receivers (resolution A.818(19));
Recommendation on performance standards for shipborne global positioning system receiver equipment (resolution A.819(19));
Recommendation on performance standards for shipborne GLONASS receiver equipment (resolution MSC.53(66));
Recommendation on performance standards for shipborne DGPS and DGLONASS maritime radio beacon receiver equipment (resolution MSC.64(67), annex 2);
Recommendation on performance standards for combined GPS/GLONASS receiver equipment (resolution MSC.74(69), annex 1);
Recommendation on performance standards for heading control systems (resolution MSC.64(67), annex 3 and resolution MSC.74(69), annex 2);
Recommendation on performance standards for a universal shipborne automatic identification system (AIS) (resolution MSC.74(69), annex 3);
Recommendation on performance standards for echo-sounding equipment (resolution A.224(VII) as amended by MSC.74(69), annex 2);
Recommendation on performance standards for devices to indicate speed and distance (resolution A.824(19));
Performance standards for rate-of-turn indicators (resolution A.526(13));
Recommendation on inification of performance standards for navigational equipment (resolution A.575(14));
Performance standards for radio direction-finding systems (resolution A.665(16)); and
Recommendation on methods of measuring noise levels at listening posts (resolution A.343(IX)).

Regarding unification of ARPA signals, see MSC/Circ.563 and IEC Publication 872.

¹ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF PARAGAPH 1.10 TO PARAGRAPH 5 TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/5, NAV 44/5/6, NAV 44/5/12 AND NAV 44/5/16.**

Regulation 21²

Use of heading and/or track control systems

- 1 In areas of high traffic density, in conditions of restricted visibility and in all other hazardous navigational situations where heading and/or track control systems are in use it shall be possible to establish manual control of the ship's steering immediately.
- 2 In circumstances as above, the officer in charge of the navigational watch shall have available without delay the services of a qualified helmsperson who shall be ready at all times to take over steering control.
- 3 The change-over from automatic to manual steering and vice versa shall be made by or under the supervision of a responsible officer.
- 4 The manual steering shall be tested after prolonged use of heading and/or track control systems, and before entering areas where navigation demands special caution.

² **SEE NAV 43/15, PARAGRAPH 5.30 AND NAV 44/14, PARAGRAPH 5.27.**

[Regulation 22

Voyage Data Recorder (VDR)

1 For the purposes of assisting in a possible casualty investigation, a VDR shall be fitted on:

- .1 existing and new ro-ro passenger ships and all new passenger ships by 1 July 2002;
 - .2 passenger ships constructed before 1 July 2002 by 1 January 2004;
 - .3 cargo ships of 20000GT and over constructed on or after 1 July 2002 by 1 January 2004;
 - .4 cargo ships of 3000GT and over (but less than 20000GT) constructed on or after 1 July 2002 by 1 January 2006;
 - .5 cargo ships of 20000GT and over constructed before 1 July 2002 by 1 January 2007; and
 - .6 cargo ships of 3000GT and over (but less than 20000GT) constructed before 1 July 2002 by 1 January 2009.
- 2 The VDR fitted shall meet performance standards which are not inferior to those adopted by the Organization¹ and shall be of a type approved in accordance with Regulation V/19.
- 3 Administrations may exempt ships, other than ro-ro passenger ships, constructed before 1 July 2002 from the requirements of this Regulation where it can be demonstrated that interfacing a VDR with existing ships' equipment is unreasonable and impracticable.
- 4 The voyage data recorder (VDR) system, including all sensors, shall be subjected to an annual performance test. The test shall be conducted by an approved testing or servicing facility to verify the accuracy, duration and recoverability of the recorded data. In addition, tests and inspections shall be conducted to determine the serviceability of all protective enclosures and locator beacons. A copy of the certificate of compliance issued by the testing facility stating the date of compliance, and the performance standard, shall be retained on board the ship.²

¹ Resolution A.861(20).

² **SEE NAV 44/14, PARAGRAPH 5.28.**

Regulation 23¹

Operation of main source of electrical power and steering gear

In areas where navigation demands special caution, ships shall have more than one steering gear power unit in operation when such units are capable of simultaneous operation.

Regulation 24²

Steering gear: Testing and drills

1 Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:

- .1 the main steering gear;
- .2 the auxiliary steering gear;
- .3 the remote steering gear control systems;
- .4 the steering positions located on the navigation bridge;
- .5 the emergency power supply;
- .6 the rudder angle indicators in relation to the actual position of the rudder;
- .7 the remote steering gear control system power failure alarms;
- .8 the steering gear power unit failure alarms; and
- .9 automatic isolating arrangements and other automatic equipment.

2 The checks and tests shall include:

- .1 the full movement of the rudder according to the required capabilities of the steering gear;
- .2 a visual inspection for the steering gear and its connecting linkage; and
- .3 the operation of the means of communication between the navigation bridge and steering gear compartment.

3.1 Simple operating instruction with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment.

¹ SEE NAV 43/15, PARAGRAPH 5.34.

² SEE NAV 43/15, PARAGRAPH 5.35.

3.2 All ships' officers concerned with the operation or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

4 In addition to the routine checks and test prescribed in paragraphs 1 and 2, emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable the operation of alternative power supplies.

5 The Administration may waive the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week.

6 The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4, shall be recorded.

[Regulation 25

Nautical charts and publications

1 All ships shall carry adequate and up-to-date official nautical charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage.

2 Where the requirement to carry a chart is satisfied by a specially compiled database displayed on an electronic chart display system, the system and its back-up arrangements shall meet the standards which are not inferior to those adopted by the Organization*.¹

Regulation 26²

International Code of Signals

All ships which, in accordance with the present Convention, are required to carry a radio installation shall carry the International Code of Signals as may be amended by the Organization. The publication shall also be carried by any other ship which in the opinion of the Administration has a need to use it.

* Resolution A.817(19) as amended - Performance standards for Electronic Chart Display and Information Systems (ECDIS).

¹ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 44/5/10 AND MSC 69/22, PARAGRAPH 5.73.**

² **SEE NAV 43/15, PARAGRAPH 5.37.**

[Regulation 27

Records of navigational activities

All ships engaged on international voyages shall keep on board a record* of navigational activities and incidents which are of importance to safety of navigation. When such information is not maintained in the ship's log-book it shall be maintained in another form.]¹

Regulation 28²

Navigation bridge visibility

1 Ships of not less than 45 m in length as defined in regulation III/3.10, constructed on or after 1 July 1998, shall meet the following requirements:

- .1 The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 m, whichever is the less, forward of the bow to 10° on either side under all conditions of draught, trim and deck cargo;
- .2 No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10°. The total arc of blind sectors shall not exceed 20°. The clear sectors between blind sectors shall be at least 5°. However, in the view described in .1, each individual blind sector shall not exceed 5°;
- .3 The horizontal field of vision from the conning position shall extend over an arc of not less than 225°, that is from right ahead to not less than 22.5°, abaft the beam on either side of the ship;
- .4 From each bridge wing the horizontal field of vision shall extend over an arc at least 225°, that is at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship;
- .5 From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship;

* Resolution A.... Guidelines for recording events related to navigation (to be developed).

¹ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/5, NAV 43/5/1 AND NAV 44/5/11. SEE ALSO NAV 43/15, PARAGRAPHS 5.38 AND 5.39.**

² **SEE NAV 43/15, PARAGRAPH 5.40.**

- .6 The ship's side shall be visible from the bridge wing;
- .7 The height of the lower edge of the navigation bridge front windows above the bridgedeck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation;
- .8 The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 mm above the bridge deck at the conning position, when the ship is pitching in heavy seas. The Administration, if satisfied that a 1,800 mm height of eye is unreasonable and impractical, may allow reduction of the height of eye but not less than 1,600 mm;
- .9 Windows shall meet the following requirements:
 - .9.1 Framing between navigation bridge windows shall be kept to a minimum and not be installed immediately forward of any work station.
 - .9.2 To help avoid reflections, the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°.
 - .9.3 Polarized and tinted windows shall not be fitted.
 - .9.4 A clear view through at least two of the navigation bridge and, depending on the bridge configuration, an additional number of clear-view windows shall be provided at all times, regardless of weather conditions.

2 Ships constructed before 1 July 1998 shall, where practicable, meet the requirements of paragraphs 1.1 and 1.2. However, structural alterations or additional equipment need not be required.

3 With ships of unconventional design which, in the opinion of the Administration, cannot comply with this regulation, arrangements shall be provided to achieve a level of visibility that is as near as practical to those prescribed in this regulation.

Regulation 29

Pilot transfer arrangements

1 Application

1.1 Ships engaged on voyages in the course of which pilots are likely to be employed shall be provided with pilot transfer arrangements.

[1.2 Equipment and arrangements for pilot transfer which are installed on or after 1 January 1994 shall comply with the requirements of this regulation and due regard shall be paid to the standards adopted by the Organization.

1.3 Equipments and arrangements for pilot transfer which are provided on ships before 1 January 1994 shall at least comply with the requirements of regulation 17 in force prior to that date and due regard shall be paid to the standards adopted by the Organization prior to that date.*

1.4 Equipment and arrangements which are replaced after 1 January 1994 shall, in so far as is reasonable and practicable, comply with the requirements of this regulation.]¹

2 General

2.1 All arrangements used for pilot transfer shall efficiently fulfill their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

3 Transfer arrangements

3.1 Arrangements shall be provided to enable the pilot to embark and disembark safely on either side of the ship.

* Refer to the Recommendation on Arrangements for Embarking and Disembarking Pilots in Very Large Ships, adopted by the Organization by resolution A.426(XI), MSC/Circ.568/Rev.1: Required Boarding Arrangement for Pilots and to the Recommendation on Pilot Transfer Arrangements (resolution A.667(16)).

¹ **THE WORKING GROUP DEFERRED CONSIDERATION OF THESE PARAGRAPHS TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 44/5/3 AND NAV 44/5/4. SEE ALSO NAV 43/15, PARAGRAPH 5.44 AND MSC 70/23, PARAGRAPH 11.81.**

3.2 In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 m, and when it is intended to embark and disembark pilots by means of the accommodation ladder, or by means of mechanical pilot hoists or other equally safe and convenient means in conjunction with a pilot ladder, the ship shall carry such equipment on each side, unless the equipment is capable of being transferred for use on either side.

3.3 Safe and convenient access to, and egress from, the ship shall be provided by either:

- .1 a pilot ladder requiring a climb of not less than 1.5 m and not more than 9 m above the surface of the water so positioned and secured that:
 - .1.1 it is clear of any possible discharges from the ship;
 - .1.2 it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship;
 - .1.3 each step rests firmly against the ship's side; where constructional features, such as rubbing bands, would prevent the implementation of this provision, special arrangements shall, to the satisfaction of the Administration, be made to ensure that persons are able to embark and disembark safely;
 - .1.4 the single length of pilot ladder is capable of reaching the water from the point of access to, or egress from, the ship and due allowance is made for all conditions of loading and trim of the ship, and for an adverse list of 15°; the securing strong point, shackles and securing ropes shall be at least as strong as the side ropes;
- .2 an accommodation ladder in conjunction with the pilot ladder, or other equally safe and convenient means, whenever the distance from the surface of the water to the point of access to the ship is more than 9 m. The accommodation ladder shall be sited leading aft. When in use, the lower end of the accommodation ladder shall rest firmly against the ship's side within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length and clear of all discharges; or
- .3 a mechanical pilot hoist so located that it is within the parallel body length of the ship and, as far as is practicable, within the mid-ship half length of the ship and clear of all discharges.

4 Access to the ship's deck

Means shall be provided to ensure safe, convenient and unobstructed passage for any person embarking on, or disembarking from, the ship between the head of the pilot ladder, or of any accommodation ladder or other appliance, and the ship's deck. Where such passage is by means of:

- .1 a gateway in the rails or bulwark, adequate handholds shall be provided;
- .2 a bulwark ladder, two handhold stanchions rigidly secured to the ship's structure at or near their bases and at higher points shall be fitted. The bulwark ladder shall be securely attached to the ship to prevent overturning.

5 Shipside doors

Shipside doors used for pilot transfer shall not open outwards.

6 Mechanical pilot hoists

6.1 The mechanical pilot hoist and its ancillary equipment shall be of a type approved by the Administration. The pilot hoist shall be designed to operate as a moving ladder to lift and lower one person on the side of the ship, or as a platform to lift and lower one or more persons on the side of the ship. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa. Such access shall be gained directly by a platform securely guarded by handrails.

6.2 Efficient hand gear shall be provided to lower or recover the person or persons carried, and kept ready for use in the event of power failure.

6.3 The hoist shall be securely attached to the structure of the ship. Attachment shall not be solely by means of the ship's side rails. Proper and strong attachment points shall be provided for hoists of the portable type on each side of the ship.

6.4 If belting is fitted in the way of the hoist position, such belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.

6.5 A pilot ladder shall be rigged adjacent to the hoist and available for immediate use so that access to it is available from the hoist at any point of its travel. The pilot ladder shall be capable of reaching the sea level from its own point of access to the ship.

6.6 The position on the ship's side where the hoist will be lowered shall be indicated.

6.7 An adequate protected stowage position shall be provided for the portable hoist. In very cold weather, to avoid the danger of ice formation, the portable hoist shall not be rigged until its use is imminent.

7 Associated equipment

7.1 The following associated equipment shall be kept at hand ready for immediate use when persons are being transferred;

- .1 two man-ropes of not less than 28 mm in diameter properly secured to the ship if required by the pilot;
- .2 a lifebuoy equipped with a self-igniting light;
- .3 a heaving line.

7.2 When required by paragraph 4, stanchions and bulwark ladders shall be provided.

8 Lighting

Adequate lighting shall be provided to illuminate the transfer arrangements overside, the position on deck where a person embarks or disembarks and the controls of the mechanical pilot hoist.

Regulation 30¹

Life-saving signals to be used by ships, aircrafts or persons in distress

An illustrated table describing the life saving signals* shall be readily available to the officer of the watch of every ship to which this chapter applies. The signals shall be used by ships or persons in distress when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.

¹ SEE NAV 43/15, PARAGRAPHS 5.46 AND 5.47.

* Such life-saving signals are described in the Merchant Ship Search and Rescue Manual (MERSAR) (resolution A.229(XII), as amended), the IMO Search and Rescue Manual (IMOSAR) (resolution A.439(XI), as amended) and illustrated in the International Code of Signals as amended pursuant to resolution A.80(IV).

Regulation 31

Deleted by NAV 43

Regulation 32

Deleted by NAV 43

[Regulation 33

Operational limitations

1 This regulation applies to all passenger ships to which chapter I applies.

2 On passenger ships constructed before 1 July 1997, the requirements of this regulation shall apply not later than the date of the first periodical survey after 1 July 1997.

3 A list of all limitations on the operation of a passenger ship including exemptions from any of these regulations, restrictions in operating areas, weather restrictions, sea state restrictions, restrictions in permissible loads, trim, speed and any other limitations, whether imposed by the Administration or established during the design or the building stages, shall be compiled before the passenger ship is put in service. The list, together with any necessary explanations, shall be documented in a form acceptable to the Administration, which shall be kept on board readily available to the master. The list shall be kept updated. If the language used is not English or French, the list shall be provided in one of the two languages.]¹

[Regulation 34

Master's discretion for safe navigation

The master shall not be constrained by the shipowner, charterer, or any other person from taking any decision which, in the professional judgement of the master, is necessary for safe navigation, in particular in severe weather and in heavy seas.]²

¹ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 44/5/12. SEE ALSO NAV 43/15, PARAGRAPH 5.51.**

² **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 43/5 AND NAV 44/5/12. SEE ALSO NAV 43/15, PARAGRAPH 5.52.**

Regulation 35¹

Danger messages

1 The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, is bound to communicate the information by all means at his disposal to ships in the vicinity, and also to the competent authorities. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals.

2 Each Contracting Government will take all steps necessary to ensure that when intelligence of any of the dangers specified in paragraph 1 is received, it will be promptly brought to the knowledge of those concerned and communicated to other interested Governments.

3 The transmission of messages respecting the dangers specified is free of cost to the ships concerned.

4 All radio messages issued under paragraph 1 shall be preceded by the safety signal, using the procedure as prescribed by the Radio Regulations as defined in regulation IV/2.

Regulation 36²

Information required in danger messages

The following information is required in danger messages:

1 Ice, derelicts and other direct dangers to navigation

- .1 The kind of ice, derelict or danger observed.
- .2 The position of the ice, derelict or danger when last observed.
- .3 The time and date (Universal Co-ordinated Time) when danger last observed.

2 Tropical cyclones (storms)

- .1 A statement that a tropical cyclone has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical cyclone is developing or exists in the neighbourhood.
- .2 Time, date (Universal Co-ordinated Time) and position of ship when the observation was taken.

¹ **SEE NAV 43/15, PARAGRAPH 5.53.**

² **SEE NAV 43/15, PARAGRAPH 5.54.**

- .3 As much of the following information as is practicable should be included in the message:
- barometric pressure,* preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
 - barometric tendency (the change in barometric pressure during the past three hours);
 - true wind direction;
 - wind force (Beaufort scale);
 - state of the sea (smooth, moderate, rough, high);
 - swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value;
 - true course and speed of ship.

3 Subsequent observations

When a master has reported a tropical cyclone or other dangerous storm, it is desirable but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than 3 hours, so long as the ship remains under the influence of the storm.

4 Winds of force 10 or above on the Beaufort scale for which no storm warning has been received

This is intended to deal with storms other than the tropical cyclones referred to in paragraph 2; when such a storm is encountered, the message should contain similar information to that listed under the paragraph but excluding the details concerning sea and swell.

5 Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures

- .1 Time and date (Universal Co-ordinated Time).
- .2 Air temperature.
- .3 Sea temperature (if practicable).
- .4 Wind force and direction.

* The standard international unit for barometric pressure is the hectopascal (hPa) which is numerically equivalent to the millibar (mbar).

Examples

Ice

TTT ICE. LARGE BERG SIGHTED IN 4506 N, 4410W, AT 0800 UTC. MAY 15.

Derelicts

TTT DERELICT. OBSERVED DERELICT ALMOST SUBMERGED IN 4006 N, 1243 W, AT 1630 UTC. APRIL 21.

Danger to navigation

TTT NAVIGATION. ALPHA LIGHTSHIP NOT ON STATION. 1800 UTC. JANUARY 3.

Tropical cyclone

TTT STORM. 0030 UTC. AUGUST 18. 2004 N, 11354 E. BAROMETER CORRECTED 994 MILLIBARS, TENDENCY DOWN 6 MILLIBARS. WIND NW, FORCE 9, HEAVY SQUALLS. HEAVY EASTERLY SWELL. COURSE 067, 5 KNOTS.

TTT STORM. APPEARANCES INDICATE APPROACH OF HURRICANE. 1300 UTC. SEPTEMBER 14. 2200 N, 7236 W. BAROMETER CORRECTED 29.64 INCHES, TENDENCY DOWN. 015 INCHES. WIND NE, FORCE 8, FREQUENT RAIN SQUALLS. COURSE 035, 9 KNOTS.

TTT STORM. CONDITIONS INDICATE INTENSE CYCLONE HAS FORMED. 0200 UTC. MAY 4. 1620 N, 9203 E. BAROMETER UNCORRECTED 753 MILLIMETRES, TENDENCY DOWN 5 MILLIMETRES. WIND S BY W, FORCE 5. COURSE 300, 8 KNOTS.

TTT STORM. TYPHOON TO SOUTHEAST. 0300 UTC. JUNE 12. 1812 N, 12605 E. BAROMETER FALLING RAPIDLY. WIND INCREASING FROM N.

TTT STORM. WIND FORCE 11, NO STORM WARNING RECEIVED. 0300 UTC. MAY 4. 4830 N, 30 W. BAROMETER CORRECTED 983 MILLIBARS, TENDENCY DOWN 4 MILLIBARS. WIND SW, FORCE 11 VEERING. COURSE 260, 6 KNOTS.

Icing

TTT EXPERIENCING SEVERE ICING. 1400 UTC. MARCH 2. 69 N, 10 W. AIR TEMPERATURE 18. SEA TEMPERATURE 29. WIND NE, FORCE 8.

Regulation 37¹

Distress messages: Obligation and procedures

1 The master of a ship at sea which is in a position to be able to provide assistance on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so. If the ship receiving the distress alert is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, the master must enter in the log-book the reason for failing to proceed to the assistance of the persons in distress and taking into account the recommendation of the Organization to inform the appropriate search and rescue service accordingly.

2 The master of a ship in distress or the search and rescue service concerned, after consultation, so far as may be possible, with the masters of ships which answer the distress alert has the right to requisition one or more of those ships as the master of the ship in distress or the search and rescue service considers best able to render assistance, and it shall be the duty of the master or masters of the ship or ships requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.

3 Masters of ships shall be released from the obligation imposed by paragraph 1 on learning that their ships have not been requisitioned and that one or more other ships have been requisitioned and are complying with the requisition. This decision shall, if possible be communicated to the other requisitioned ships and to the search and rescue service.

4 The master of a ship shall be released from the obligation imposed by paragraph 1 and, if his ship has been requisitioned, from the obligation imposed by paragraph 2 on being informed by the persons in distress or by the search and rescue service or by the master of another ship which has reached such persons that assistance is no longer necessary.

5 The provisions of this regulation do not prejudice the Convention for the Unification of Certain Rules of Law Relating to Assistance and Salvage at Sea, signed at Brussels on 23 September 1910, particularly the obligation to render assistance imposed by article 11 of that Convention.

¹ **SEE NAV 43/15, PARAGRAPH 5.55.**

[Regulation 38

Safe navigation and avoidance of dangerous situations

The master and the officer in charge of the navigational watch shall [be obliged] [plan and conduct each voyage] to keep their ship clear of obstructions to navigation and, dangerous shoals, and take due notice of specially-designated areas. To this end, they shall make appropriate use of the navigational systems and equipment at their disposition. When receiving ice warnings or in dangerous weather, the master and the officer in charge of the navigational watch shall take such measures as necessary to avoid dangers, particularly to the safety of the persons on board, and to the safety of navigation or to the marine environment.]¹

Regulation 39²

Misuse of distress signals

The use of an international distress signal, except for the purpose of indicating that a person or persons are in distress, and the use of any signal which may be confused with an international distress signal, are prohibited.³

PROPOSED NEW REGULATIONS

The Sub-Committee deferred consideration of proposed new regulations contained in NAV 43/5, NAV 44/5/6 and NAV 44/5/13. See also NAV 43/15, paragraphs 5.58 to 5.60.

¹ **THE SUB-COMMITTEE DEFERRED CONSIDERATION OF THIS REGULATION TO NAV 45. RELEVANT COMMENTS AND PROPOSALS ARE IN NAV 44/5/12. SEE ALSO NAV 43/15, PARAGRAPH 5.56.**

² **SEE NAV 43/15, PARAGRAPH 5.57.**

³ **THE WORKING GROUP NOTED THAT THE WORDING OF THIS REGULATION MAY NOT BE ENTIRELY CONSISTENT WITH THE OTHER RELEVANT IMO REGULATIONS.**